



City of Arcadia

Office of the City Council

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Mayor

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Mayor Pro tempore

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Council Member

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Council Member

Gary A. Kovacic
Council Member

April 23, 2009

The Honorable David Dreier
233 Cannon HOB
Washington, DC 20515

RE: CITY OF ARCADIA SANTA ANITA AVENUE RAILROAD GRADE
SEPARATION

Dear Congressman Dreier:

I am writing on behalf of the City of Arcadia to request your support of the City's Santa Anita Avenue Railroad Grade Separation Project for which we are requesting \$4,000,000 in funding through the Federal Transportation Reauthorization Bill. This project will construct a grade separation to elevate the Gold Line Light Rail Foothill Extension Phase 2A; it has already been approved by the Metro Gold Line Construction Authority.

The Santa Anita Avenue grade separation will make the rail crossing at this location safer by minimizing potential conflicts with vehicles; it will ensure efficient traffic flow; and it will provide economic benefit to the area by allowing cars and truck traffic to serve the businesses and commercial operations located on this major thoroughfare. The project is strongly supported by the California Public Utilities Commission.

The grade separation will completely divide vehicle traffic from train traffic, which is a significant fact given that the potential conflict without the grade separation is 34,000 vehicles per day (and two public transit bus routes) crossing the tracks where trains are running at up to ten minute headways in each direction. Regionally, Santa Anita Avenue is a four-lane major arterial roadway that provides north/south access through the San Gabriel Valley, and it is a corridor for such major regional employment and tourist traffic generators such as the Santa Anita Racetrack, the Los Angeles County Arboretum, the Westfield Santa Anita Shopping Center and Downtown Arcadia. Construction of the grade separation is essential to minimize the traffic disruption that will be caused by the Gold Line.

During the processing phase of the project the Metro Gold Line Construction Authority conducted an Environmental Impact Review and held public hearings during which the public was encouraged to comment. The Arcadia City Council also discussed the grade separation project and accepted public comment on the matter at some of their meetings.

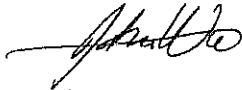
The original cost estimate for the Santa Anita Grade Separation was \$13,000,000. However, due to delays the Gold Line has experienced in the last few years the cost has increased to an estimated \$17,000,000. In 2006 Arcadia residents felt that the grade separation was so important that they voted to approve a bond issue for \$8,000,000 to help pay for its construction.

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At that time, the City agreed to contribute \$5,000,000 in order to reach \$13,000,000. While the City remains true to its \$5,000,000 commitment, an additional \$4,000,000 is now needed from the Federal government to close the gap created by the Metro Gold Line Construction Authority's funding delays and reach the current estimated cost of \$17,000,000. (Note that the Gold Line Expansion Project is now funded.)

I hope that the information provided in this letter and in other materials previously submitted are sufficient to place the Santa Anita Avenue Railroad Grade Separation Project on your list of High Priority Projects. We – the City Council and the residents of Arcadia - believe this project is essential to keeping motorists safe and to maintaining efficient and orderly traffic flow through Arcadia and surrounding cities. Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read "John Wuo", with a stylized flourish at the end.

John Wuo
Mayor

cc: Arcadia City Council
Don Penman, City Manager
Philip Wray, Deputy Development Services Director/City Engineer